4: Bowen C-5 (1950) 1951 MK2 Maritime Arabs MK2

however, if it sighted land, it headed straight for it, showing the sailors the direction of the nearest land. Certainly this would seem to indicate voyages of more daring than mere coasting voyages. There are numerous Sanskrit and Pali references to Indian trading voyages dating from about the third century B.C., and there is one Sanskrit manuscript containing a treatise on shipbuilding in ancient India, giving the sizes (ranging up to 260 feet in length) of dozens of types of ships.[2]

Zanzibar is the unofficial southern port for the lateen fleet sailing down from the north, although the Indians sometimes go on to Madagascar. Soon after the northeast monsoon has set in, lateen craft start to come into Zanzibar. Arabs come from the Persian Gulf ports of Basra, Kuwait, Bahrein, and Sharjah on the Trucial Coast of Oman; Persians send ships from the Persian Gulf ports of Bushire, Lingeh, Qishm, and Bandar Abbas. Arabs of the Oman ports of Sur and Muscat on the Gulf of Oman and Indians from the Gulf of Cutch and the Malabar coast all send dhows down to Africa. Arab craft also sail down from Aden and Mukalla in the Hadhramaut, while the Red Sea contributes its craft from Port Sudan, Massawa, and Hodeida. Even the Somali coast contributes to the fleet arriving at Zanzibar, with dhows coming down from Djibouti, Berbera, and Mogadiscio.

Kuwait is the largest maritime and dhow-building port in the Persian Gulf, with Bahrein a very poor second. While Bahrein cannot begin to compare with Kuwait from a maritime standpoint, it probably ranks ahead of the latter as an emporium in the Persian Gulf. It serves for all the entrepôt trade to the eastern coast of Saudi Arabia, the goods coming into Bahrein in large dhows and being transshipped from Bahrein to Arabia in shallow-draft *jalbhuts* (see Plate 17—top). In 1939 Kuwait had 106 ocean-going *bhums* on the registry.[4] However, the majority of the Kuwait deepwater *bhums* sail to India, rather than to Africa, carrying dates from Basra. The mariners of Kuwait probably reached their present maritime status a little over a century ago. Palgrave traveled in the Persian Gulf in 1862-1863 and was much impressed with the maritime activity of Kuwait:

> Among all the seamen who ply the Persian Gulf, the mariners of [Kuwait] hold the first rank in daring, in skill, and in solid trustworthiness of character. Fifty years since their harbour with its little town . . . was a mere nothing: now it is the most active and the most important port of the northerly Gulf.[5]

[2] R. Mookerji, *Indian Shipping* (Bombay: Longmans, Green and Co., 1912), p. 19.

[4] A. Villiers, "The Arab Dhow Trade," *Middle East Journal*, II (1948), 399.

[5] W. G. Palgrave, *A Year's Journey Through Central and Eastern Arabia (1862-63)* (3rd ed., London: Macmillan and Co., 1866), II, 386.